

IN THE CLAIMS:

1. (Currently Amended) A four-point control arm for the axle suspension of a rigid axle of a vehicle, the four-point control arm comprising:

5 a one-piece, rectangular or trapezoidal hollow housing defining four bearing eyes, of which two of said bearing eyes are for connection to the axle and two of said bearing eyes are for connection to the vehicle chassis, each in an articulated manner, said hollow housing being formed essentially by a tube arranged horizontally with respect to the vehicle and open on a plurality of sides, with an essentially rounded cross section ranging from rounded rectangular to O-shaped shape, wherein the longitudinal axis of the tube forming said hollow housing extends at right angles to the longitudinal axis of the vehicle.

2. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said hollow housing is designed as a tube open on two sides.

3. (Canceled)

4. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said hollow housing is reduced relative to the longitudinal axis of the vehicle in the vehicle-related top view.

5. (Previously Presented) A four-point control arm in accordance with claim 1,

wherein said hollow housing is reduced relative to the transverse axis of the vehicle in the vehicle-related top view.

6. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said hollow housing has an essentially one-piece cross-shaped or X-shaped shape in the vehicle-related top view with a central housing area and four said peripheral control arms carrying said bearing eyes.

7. (Previously Presented) A four-point control arm in accordance with claim 6, wherein said control arms are designed as carriers subject to bending, which are profiled in said cross section.

8. (Previously Presented) A four-point control arm in accordance with claim 6, wherein a cross-sectional shape of said control arms has essentially the shape of a C or of a horizontal U.

9. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said hollow housing comprises a casting or a shaped sheet metal part.

10. (Previously Presented) A four-point control arm in accordance with claim 9, wherein said hollow housing consists essentially of bainitic cast iron.

11. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said bearing eyes are made integrally in one piece with said hollow housing.

12. (Previously Presented) A four-point control arm in accordance with claim 1, wherein said bearing eyes have elastomer joints or molecular joints.

13. (Currently Amended) A four-point control arm in accordance with claim [[1]] 12, wherein the radial stiffness of two or four of said elastomer joints is lower in the direction of roll of the vehicle than in the direction extending at right angles to the direction of roll.

14. (Currently Amended) A four-point control arm comprising:

a one-piece tubular housing with a tube open on two sides, said tubular housing defining four bearing eyes including two vehicle axle bearing eyes and two vehicle chassis bearing eyes, said tubular housing tube having an essentially rounded cross section ranging from rounded rectangular to an O-shaped shape, wherein a longitudinal axis of said tubular housing tube extends at right angles to a vehicle longitudinal axis direction.

15. (Canceled)

16. (Currently Amended) A four-point control arm in accordance with claim 14, wherein said hollow housing has central housing area and peripheral control arms each with

one of said four bearing eyes, said central housing area and peripheral control arms having an essentially one-piece cross-shaped or X-shaped shape.

17. (Previously Presented) A four-point control arm in accordance with claim 14, wherein said peripheral control arms are profiled to have an essentially C-shaped or U-shaped cross section.

18. (Previously Presented) A four-point control arm in accordance with claim 14, wherein said hollow housing is comprised of bainitic cast iron.

19. (Previously Presented) A four-point control arm in accordance with claim 14, wherein said bearing eyes have elastomer joints or molecular joints.

20. (Previously Presented) A four-point control arm in accordance with claim 19, wherein a radial stiffness of two or four of said elastomer joints is lower in a vehicle direction of roll than in a direction extending at right angles to said direction of roll.

21. (New) A four-point control arm for the axle suspension of a rigid axle of a vehicle, the four-point control arm comprising:

a one-piece, rectangular or trapezoidal hollow housing defining four bearing eyes, of which two of said bearing eyes are for connection to the axle and two of said bearing eyes are

5 for connection to the vehicle chassis, each in an articulated manner, said hollow housing being  
formed essentially by a tube arranged horizontally with respect to the vehicle and open on a  
plurality of sides, with an essentially rounded cross section ranging from rounded rectangular  
to O-shaped shape, said hollow housing having an essentially one-piece cross-shaped or X-  
shaped shape in the vehicle-related top view with a central housing area and four said  
10 peripheral control arms carrying said bearing eyes, wherein a cross-sectional shape of said  
control arms has essentially the shape of a C or of a horizontal U.

22. (New) A four-point control arm comprising:

a one-piece tubular housing with a tube open on two sides, said tubular housing  
defining four bearing eyes including two vehicle axle bearing eyes and two vehicle chassis  
bearing eyes, said tubular housing tube having an essentially rounded cross section ranging  
5 from rounded rectangular to an O-shaped shape, wherein said peripheral control arms are  
profiled to have an essentially C-shaped or U-shaped cross section.